

B3
B6
4. (Amended) The lubricating apparatus for a dry sump type engine according to claim 1, wherein said relief valve further comprises:

A5
A6
a generally L-shaped body, said L-shaped body including a long pipe parallel to said main gallery and a short pipe;

a cylindrical valve body slidably inserted in said long pipe;

a stopper for restricting movement of said cylindrical valve body in said long pipe;

a spring for biasing said cylindrical valve body toward said stopper;

a spring stop for pressing said spring; and

a mounting portion formed integrally with said L-shaped body for mounting said relief valve to a bottom wall portion of the main gallery.

8. (Amended) A lubricating apparatus for a dry sump type engine comprising:

an oil tank; and

a relief valve provided in said oil tank;

wherein said relief valve further comprises:

A6
a lead pipe, said lead pipe being connectable with an outlet pipe of an oil filter, said lead pipe including a discharge port formed therein;

5/20/02
a cylindrical valve body movably received within an L-shaped body to open and close said discharge port; and

wherein when hydraulic pressure within said main gallery becomes a predetermined value, said cylindrical valve body is operated to open said discharge port to relieve the hydraulic pressure.

16/1/02
9. (Amended) A lubricating apparatus for a dry sump type engine comprising:

an oil tank; and

a relief valve provided in said oil tank

wherein said relief valve further comprises:

a lead pipe, said lead pipe being connectable to an outlet of an oil filter;

a cylindrical valve body slidably inserted in said lead pipe;

a stopper for restricting movement of said cylindrical valve body in said lead pipe;

a spring for biasing said cylindrical valve body toward said stopper; and

a spring stop for pressing said spring.

11. (Amended) A lubricating apparatus for a dry sump type engine,
according to claim 9, further comprising:
a strainer for straining oil recovered in said oil tank provided
in said oil tank.

14. (Amended) The dry sump type engine according to claim 12,
wherein said relief valve further comprises:
a generally L-shaped body, having a longer longitudinal part
parallel to said main gallery and a shorter transverse part connected
at one end to and in communication with the main gallery, said L-
shaped body including a discharge port formed therein;
a cylindrical valve body movably received within said L-shaped
body to open and close said discharge port; and
wherein when hydraulic pressure within said main gallery becomes a
predetermined value, said cylindrical valve body is operated to open
said discharge port to relieve the hydraulic pressure.

15. (Amended) The dry sump type engine according to claim 12,
wherein said relief valve further comprises:
a generally L-shaped body, said L-shaped body including a long
pipe parallel to said main gallery and a short pipe;
a cylindrical valve body slidably inserted in said long pipe;

a stopper for restricting movement of said cylindrical valve body
in said long pipe;

a spring for biasing said cylindrical valve body toward said
stopper;

a spring stop for pressing said spring; and

a mounting portion formed integrally with said L-shaped body for
mounting said relief valve to a bottom wall portion of the main gallery.

16. (Amended) The dry sump type engine according to claim 15,
wherein said long pipe includes a discharge port formed therein, and
wherein when said cylindrical valve body is moved against the bias of
said spring, the discharge port is opened to allow hydraulic pressure
in the main gallery to be relieved.

17. (Amended) The dry sump type engine according to claim 12,
further comprising:

a oil tank; and

a strainer for straining oil recovered in the oil tank, said
strainer being provided in said oil tank.